

**FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.**

**[PRICE 6D.]**

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## THE AMERICAN COAL TRADE.

The consumption for the year ending April 1, 1844, has been 1,265,000 tons in round numbers. The great increase of coal required for steam-boats, iron-works, and for other manufacturing purposes, will require a supply of at least 1,500,000 tons, independent of which there ought to be at least from 50,000 to 75,000 tons always in the different markets, to keep prices regular.

	1943.	1944.
Rebony Hill	321,000	410,000
Leckhampton	190,000	190,000
Lacock	120,000	130,000
Pierrepont	14,000	24,000
Longleas	20,000	20,000
Overclunk, April 1	50,000	
	645,000	624,000

## THE IRON TRADE.

We learn, by the *Glasgow Citizen*, that at the monthly meeting of the Scottish Ironmasters, held at Glasgow (which was fully attended), a code of regulations was adopted, by which any undue increase in the make will be prevented; fair remunerating prices are expected to be maintained, and the market protected against such fluctuations as have recently been experienced. The present light stocks, and renewed demand, would have warranted an advance; but it was considered more prudent, at this season of the year, when exports usually fall off, to continue the price of pig-iron at 2*l.* 1*s.* per ton, for all qualities, until the effects of the recent panic had completely subsided, and the consumers had an opportunity of supplying their immediate wants.

A letter, received from our Glasgow correspondent this morning, states, that the demand for pigs and hams still continues good, and prices are firm, at 5s. for former, and 6d. 10s. for latter, usual terms. There is no great probability of any advance on these rates before 1845; but as the stock is limited, the stocks on all hands unexpectantly low, and the local consumption great and increasing, prospects for the spring trade would warrant the expectation of considerably higher prices then, particularly for pigs. Most of the makers in this district are full of orders, and they are all unwilling to contract for spring delivery. The miners do not appear satisfied, and are not working with regularity.

**ENGINE POWER IN THE UNITED STATES.**—(From a Correspondent).—  
 Receiving several inquiries from our guests respecting the powers of English engines, the following facts may be worth collecting:—A train from London to Liverpool in 1771, with 100 passengers in 18 steamers in nineteen cars. If the average weight of each passenger was 150 lbs., and that of each car four tons, the whole weight would be 161 tons. The weight was carried over an ascent of about forty feet to the mile for a portion of the distance. This, I believe, one of the heaviest loads ever drawn up such an inclination by a single locomotive. The locomotive used was from the manufactory of Messrs. Baldwin, Whitney, and Co., of Philadelphia.

**THE FRENCH RAILWAYS.**—The line from Orleans to Vienne has been assigned to the company known as the Paris and Orleans Company, by an arrangement between them and the rival company. The reduction in rates is about a month below the maximum term of the lease—viz., thirty years. For the Bordeaux line there were three competitors, and the price was carried off by the company of Lorient, Lussac, and Marquand. The term is 37 years 278 days; in date from the completion of the works throughout the whole line to Bordeaux. The law allows six years at least for such completion and delivery by the Government, so that in point of fact the term of the lease is thirty-four years nearly—a period amply sufficient for the liquidation of the whole capital by the operation of a very moderate sinking fund, without taking into the account the value of the stock, materials, and stores, to be paid for by valuation, and amounting to at least 16,000,000 fr. (say 250,000,000 £). By good management in the hands of practical men, like those at the head of this company, the line as far as Tours (seventy miles) will be opened in the autumn of next year, and yield an ample and large return for that proportion of the capital expended upon it.

**GLoucester and Haverford Railway.**—(From a Correspondent.)—I am glad to inform you, that Mr. Knott's line, referred to in your last *Journal*, is now fully decided upon. It will certainly be somewhat circuitous, but entirely free of expensive works; after leaving Gloucester, the line will proceed in nearly a straight direction to Mitchelton, from whence a branch will run up to Cinderford, in the Forest of Dean; from Mitchelton the line continues by Wyderis-under-Pyrgard, to Ross, and thence on by Brighthelm, Peterston, Wormsloe, Kemp, and Dewall, to Haverford. From Ross a rapid line can be constructed to Monmouth. The line selected, considering the nature of the country, is as easy one; the most arduous portions are making; and, from one source in London alone, more than half the money will be obtained. The Forest produces of coal, iron, lime, &c., will, of itself, afford a very ~~large~~ revenue.

## COAL MARKET, LONDON

[illegible][illegible][illegible]

### IMPROVEMENTS IN CONTINENTAL COMMUNICATION.

The establishment of railroads as a system, which may now be considered effected, not only in England but on the European continent, will cause a change in mercantile and commercial policy, totally unprecedented in the history of civilised life; the annihilation of time and distance by these productions of scientific research—the bringing within a few hours of each other large masses of population, who have hitherto been “far as the poles asunder”—the facilities for the interchange of commodities, and consequent introduction of numerous articles of comfort and luxury to localities where they had been previously unknown—the vast improvement in trade and manufacture which must emanate from rapid transit, and the moral benefits upon nations which these changes will confer—may be considered as some of the beneficial effects of steam locomotion. Great as are the alterations for the better in our modes of travelling, and extensive as our system of railroads and steam navigation undoubtedly is, much has yet to be done in the judicious union of the two, to effect that perfect communication between nations whom seas divide, which the growing intelligence of the age requires. The South Eastern and the Brighton lines, with a regular packet system, most perfectly unite the coasts of France with England, and bring the English and French Capitals within a day's journey of each other, but the communication between this country and north and central Europe is not so complete; to reach Hamburg, for instance, the only present regular communication is by water, and takes from fifty to sixty hours to accomplish; Holland also takes between thirty and thirty-six hours to reach from London; and the same may be said of other important districts on the continent—the intricate navigation of the Thames, the often dangerous and always difficult passage of the Swin, and the Elbe, with its shoals, fogs, ice, and contrary tides, are among the difficulties which beset the traveller in his present journey to the north of Europe, but as railway communication extends to the coasts and sea-ports, the evils will be avoided, and already are active measures in operation for that purpose. A company is just formed under the title of the EUROPEAN STEAM-PACKET COMPANY, who, by availing themselves of the railways between London and Harwich, Gluckstadt and Hamburg, and Amsterdam and the Hague, and by the establishment of a fleet of powerful iron steam-ships to navigate the German Ocean, will be enabled to effect a saving in time of between twenty-four and thirty hours to either Hamburg or Amsterdam, avoiding all the dangers and difficulties mentioned above, and at a cost not exceeding one-half the present charges. By the Eastern Counties Railway (now open to Colchester) in Harwich may be taken at two hours and a half, to Gluckstadt by steam boat, twenty-one hours; thence by railway to Hamburg, one hour—or say twenty-five hours from London, and it is probable that on the completion of the railway in Harwich, the creation of a suitable pier there, which the company for constructing the line have agreed to perform at an expense of 30,000*l.*, and the mature development of the plan, Hamburg or Amsterdam may be generally reached within the twenty-four hours, and as the Port of London authorities will, of course, take every advantage of such change, our merchants in London may receive replies from these important commercial cities within forty-eight hours of the dispatch of their letters. Harwich has ever been looked upon as fitted by nature to be the starting point for northern and central Europe, and the establishment of railroads will now confirm those views, and render her a most important place among the seaports of England. The vast extension of branch lines throughout the north-eastern counties, which are now in contemplation, and will, doubtless, be completed, not only in connection with London, but with the city of Norwich, and the large towns of Norfolk, Suffolk, and Essex, cannot fail to bring a large augmentation of foreign traffic to the port of Harwich, not in passengers only, but by making it the port of exportation for large quantities of agricultural and manufactured produce. The steam-boats will be built in a most superior manner, capable of carrying from 150 to 200 passengers each, fitted with every comfort and convenience, and arrangements will be made with the English and continental railway companies, as to the fares on their lines, by persons travelling by this company's boats, so as to secure moderate and regular charges. No estimates have yet been put forward by the promoters of this company, as to the extent of traffic, or per centage likely to accrue on the capital invested. The extensive change which this establishment will effect, renders such calculation one of extreme difficulty, if not impossibility, to be near correctness, but the mere fact of making two journeys in the time one is made at present, at half the cost, and with certainty, safety, and comfort, secures as ample a return for the capital (which is 350,000*l.*), as it will be of benefit to the commercial world, and the public generally, not only of England, but the whole of Europe.

In another part of our *Journal* will be found a full report of a public meeting, held at Harwich, for the development of the company's plans. The speech of Mr. Bauer will be found worthy of especial consideration, more particularly that portion of it which refers to the spirit in which the enterprise should be met by the State Assembly, and other bodies in Germany—viz., that of entire religious equality, and the extension to every party located abroad, for the purpose of carrying out the plans of the European and similar companies, of the privileges enjoyed at present by 'the most favoured of the native subjects of the various Continental Governments.' We are glad to find that the company will be established upon the most solid and satisfactory basis. An Act of Parliament, or Charter of Incorporation, will be applied for, to limit the liabilities of the shareholders, and the capital will be applied to the building of vessels of the very first class, which will always be a valuable security (under the guarantee of insurance) for the property of the company.

Since writing the above, we have been informed that the European Steam-Parcel Company contemplates enlarging the sphere of their operations beyond the limits of their original intention, and to facilitate the communication between England and the south of France and Spain, by means of steamers between Dartmouth (one of the finest ports in the kingdom) and Bordeaux, which is also, as is well known, one of the best in France. Were steamers now running between these places, the journey, by the aid of the railway to Exeter, would occupy about thirty-six hours, which would be a saving of two days and a half, according to the rate at which the mail is at present conveyed. The extension of the Great Western line will, however, insure still greater expedition, and render the intercourse, which is now at such comparatively distant intervals, as rapid and practicable. The benefits which, by such a plan, would be conferred upon the ports of Dartmouth on this side, and Bordeaux on the other, would be immense, and in the event of a railway from whatever place in Bayonne, the communication with Spain would be rendered certain.

THE PARAGON CAMPLINE LAMP.

During the summer months, Messrs. Bayne and Carter, who have improvements in the incandescent lamp we have before us, have been indefatigable in their endeavours to produce a superior light in any which has yet been offered to the public, and the additional improvements which they are at the approaching season prepared to bring forward are based on sound scientific principles, the result of which certainly is an entire new feature in the art of domestic lighting. The double disc which regulates the current of air in the flame was, in their first improvements, held by fine wires to the body of the lamp, each of which cast a shadow, and the whole naturally became hot; an alteration of this arrangement has had a most singular and beneficial effect on the whole economy of the lamp. A cylinder of glass, about an inch and a quarter high, and half an inch less in diameter than the chimney, is placed within it, and on this cylinder is loosely placed the double disc of brass; the consequence is, the creation of such a current of air between the glasses, as well as through the body of the lamp to the inner surface of the flame, that the glasses are kept so cool, as to be at any time removable by the hand; while its effect on the combustion of the cotton is remarkable—the lamp has been by no means economical readings without occasion to cut or trim the cotton in the slightest degree, and, so far as the experiments have gone, it would appear that one cotton would last almost as indefinitely as two.

The spirit burner without the slightest smoke or smell—and the lamp, as now used, is well worthy the patronage of the public. It should, however, be borne in mind by all persons who use the Paragon Composite Lamp, that there is a vast deal of spirit of turpentine and no camphine, which is very important, and constitutes a great deal of trouble that made by Messrs. J. Tall and Co., of Hull, has obtained much celebrity, as being of less specific gravity, and consequently more pure, than any other in the market. Dr. Ure, who has used these lamps in his drawing and dining rooms, and paid considerable attention to the analysis of carbonic of the combustion added to be used in them, finds the specific gravity of Messrs. Tall and Co.'s spirit to be 0.864 at 60° Fahr.—while that of most of the others, and which indicates the presence of much bad in solution, is 0.874 to 0.882. This is the only kind which is sold by the inventors of the Paragon lamp, and which, in conjunction with the improvements they have now perfected, for brilliancy of light, cleanliness, and economy, certainly surpasses anything we have before seen.

**PROPERTY IN DECADE.**—James. Shattlemworth said, a few days since, that there is the Twenty-second street which had, but has now, according to him, for the most part, been sold, and again, but they said. The same gentleman has also said a similar matter, with, however, estimated 10, 12, per acre, and for the same in the British Place (the same) which would be, and for the same, and for the same as well.

LONDON, OCTOBER 12, 1844.

The *Morning Journal* is regularly published about Two o'clock on Saturday afternoon, at the office, No. 26, FLEET-STREET, where it can always be obtained and there is no cause for irregularity in its supply, in town, other than arises on the part of the agent through whom it is ordered, but, as respects its transmission to country subscribers, the blame is shared with the Post-office authorities.

The motive which actuated us in the course pursued last week, of abstaining from any observations on the late fearful accident at the Haswell Colliery, whereby NINETY-FIVE LIVES were sacrificed, equally applies to the publication of our present Number; and, in the absence of any communication in reply to the memorial presented to HER MAJESTY, we now lay before our readers a copy of a letter received from Sir ROBERT PEEL:—

Sir,—I am desired by Sir Robert Peel to acknowledge the receipt of your letter of the 18th instant. The Secretary of State for the Home Department has already taken the steps which he deemed advisable for collecting information for the use of the Government in respect of the late melancholy event at the Haswell Colliery, and the causes of it. I am, Sir, your obedient servant,

It will be seen by the above, that Government has at last been forced to an inquiry. What may be the result, remains yet to be seen. We shall next week give a Supplement, with careful digest of the proceedings at the coroner's inquest, and diagram of the cul- liery, and such observations as we feel called upon to make on so awful an occasion. As soon as the verdict of the inquest is given, a public meeting will be held; and, if Government does not do its duty, we have every reason to believe the public will.

A company has been formed, entitled the New Granada Company (the prospectus of which appears in another column), as a medium acting between the Government and the holders of Colombian bonds. It will be recollected that propositions were made on part of the Government to assign to the holders of Colombian bonds the tobacco of the factories of the Republic at a certain fixed price, in payment of the proportion of that state, as affected the interest due, or becoming payable, but difficulties presented themselves in carrying out this project. The present company, by entering into negotiations and terms with the Colombian Government, propose to take the tobacco "on condition of applying the sums that may be forthcoming therefrom, to the payment of the dividends on the *New Granada portion* of the Colombian debt," the growth of tobacco being an exclusive monopoly. It is further proposed to act as a mercantile firm, if we understand the prospectus submitted to us; and the high character of the parties associated with the company, and those who compose the direction, from their mercantile experience and general knowledge of business, would induce us to believe they are fully equal to the office, not only as regards capital, but ability wherewith to apply it. Having received the prospectus at a late hour, we can only refer to it, while we may take an early opportunity of observing further on the advantages which it presents; and believing, as we do, the probability to be attached to the parties, we think that beneficial results will arise.

On referring to a list of newly projected lines of railway, the promoters of which are actively preparing themselves for the earliest possible application to Parliament, it will be found the number of schemes amount to forty, extending over a distance of 217½ miles, and involving an aggregate estimated expenditure of 39,695,000*l.* Of this number five of the projected lines are in Ireland, amounting to 2,295,000*l.*, and extending over 337 miles, the remaining enormous amount of 37,000,000*l.* being the estimate for lines in England. While it is certain that a great many of these competing lines will not be carried out, we may safely calculate on a good half, or 18,000,000*l.*, being expended on railways in the next three years—a sum which, under present circumstances, will, we trust, have a most beneficial effect on the industrial classes of the community: While the division of so much capital into various channels must have its due effect on monetary affairs, and, by the increased interest afforded by such undertakings, tend to keep down the price of Government funds, and induce still further to the carrying out of large expensive works, for increased facilities of communication between distant localities, the increase of trade and commerce, and the moral advancement of the human family. We are glad to see the railway system in Ireland beginning to cause that interest in the coming world which the subject deserves, and trust the projected lines will meet with the most favourable consideration from Parliament; it will open a wide field for the employment of her population, and the circulation of upwards of 2,000,000*l.* sterling in Ireland, within a limited period, would disseminate an incalculable amount of good. That there are good grounds for still further extension of the railroad system, the following extraordinary increase which has taken place in the gross receipts of twenty-one railways in the first quarter of the present half-year, as compared with the same period of last year, will show:—

[illegible]

RE: [REDACTED] - A meeting of the program was held at the office, [REDACTED] on Thursday last, which was, however, adjourned to [REDACTED]; we shall give full publication of the proceedings which take place.

## Mining Correspondence

ENGLISH MINER

ENGLISH MINER.

EAST WHEAL DOSS MINR.

Oct. 7.—An account held on the mine of profit and loss for July & August—

Ca.—Proceeds of lead ore sold July and August	454,316	5	2
Cargill adventures, for water charges	155	15	0
Proportion of Cargill profits brought to this work	1,312	26	0
	455,783	10	2

Dr.—July and August cost—

Merchandise sold, including balance of the new engine	4,905	11	9
	2,500	19	11
Leads due	306	4	8

Showing a profit of 8881. 10s. 9d.; to which add balance in last period account, 6991. 7s. 3d.—making a total of profit 6s. 0d.; from which deduct 7000s. for a dividend of 60s. per 1-12th share, leaves a balance in the parson's hands of 10881. 6s. 0d.

## HOLDEN MINING COMPANY.

OH. 2.—In the 100 fathom level, west of Hitchins's shaft, the lode is two and a half feet wide, and worth 100. per fathom; in the stopes in the back of this level, east of Forrest's winze, the lode is ten inches wide, and worth 40. per fathom; in the eastern stopes in the back of this level the lode is eighteen inches wide, and worth 140. per fathom; at this level, east of Wall's shaft, the lode is small and poor; in the stopes in the back of this level, west of Hitchins's shaft, the lode is fourteen inches wide, and worth 100. per fm. In the sixty fathom level, west of Hitchins's shaft, the lode is eighteen inches wide, and worth 200. per fathom; in the stopes in the back of this level the lode is fourteen inches wide, and worth 100. per fathom; the rise in the back of this level is communicated with the winze sinking below the eighty fathom level—the lode in the rise has been about six inches wide, producing good stones of ore; the winze has been productive nearly down to the point of boring—the lode is about eighteen inches wide, and worth 200. per fathom. The lode in the rise in the back of the eighty fathom level, east of the south cross-cut, is six inches wide, producing stones of ore. In the sixty-two fathom level driving south, west of the great cross course, the ground continues favourable.

T. RICHARDS.

Def. 5.—In the eastern shaft, sinking under the sixty fathom level, on North Tinsford lode, we are still sinking on the *Bedian*; we expect by next survey day to be down to the seventy-two fathom level, where we shall be able to take down the lode to advantage. The flat-roof shaft is now about four and a half fathoms below the sixty fathom level, with favourable ground. We have commenced driving a cross-cut south at this level, to cut a lode which was discovered in driving the forty cross-cut, but wish to see it at the shaft, which will be twenty fathoms deeper; we shall have about eight fathoms to drive, to ground of 61. per fathom. We have set two pitches in the back and bottom of the fifty fathom level on this lode—one by eight men, at 60. 50. in the 11. the other by four men, at 45. The lode in the new east shaft sinking under the eighty-two fathom level, on *Endley's lode*, is four feet wide, worth 71. per fathom; we have commenced sinking a winze in the bottom of this level—the lode is six feet wide, but we are only carrying three feet on the north part, which is worth 91. per fathom; we have set a pitch in the back of this level, by six men, at 25. 100. in the 11. We have resumed the cross-cut at the twenty-two, to cut another engine lode, which will be in about five fathoms more driving, to ground 61. per fathom; we suspended this cross-cut, on intersecting an unproductive branch, which we then considered was the lode, but when we have since ascertained was not the case. We have commenced driving the 170 fathom level, east of the engine shaft, on *Chaple's lode*, at 51. per fathom—the lode is three feet wide, worth 51. per fathom for the. In the 111 cross-cut north the ground is favourable. The ninety-two cross-cut, driving south from this lode, is still progressing. Double's lode in the 160 fathom level is four feet wide, but unproductive; we have about three fathoms more to drive to communicate with the winze sinking below 180-185, which will enable us to get tribute ground. In the winze sinking below the 140 the ground is favourable. The twenty nine cross-cut south of *Rogers's shaft* is still progressing, ground 61. per fathom. The *capster lode* in *Smith Cook's* Kitchen is three feet wide, and still continues to look very promising. The *Druid lode*, 8½ fathoms from the surface, is three feet wide, looking very favourable; we have commenced sinking a new shaft, by six men, at 500. per fathom, which will take this lode about ten fathoms from surface, and command the *capster lode* also. Our tribute department continues to look favourable.

A. HUGST.

made for durability and efficiency, and it is generally allowed, that in these points she is second to none, if not superior to any, in the world. The patented fifty-five waggoners out of Derby stations with such case, that there is no doubt she would pull seventy out with equal facility. Very great credit is due to Messrs. Hick and Snow, the makers, who have throughout evinced a determination to turn out a first-rate piece of mechanism, and the workmanship will certainly eclipse that of most makers for finish and exactness. The tubes were supplied by Messrs. James Russell and sons, of Walsworth, whose tubes are considered to be equal to any manufactured. There is a 1 1/2 inch stroke of the piston in the cylinders, and the steam is cut off at 1/4 stroke; the six wheels are all coupled, and the coupling rods are designed by Mr. Keesley, and which for strength, durability, and easy working, will be found equal, if not superior, to any hitherto produced. The wheels of the drawings for this powerful and superior engine were made by Mr. Keesley, without an assistant, and it is possible, when its superiority is proved, which a very few weeks working will do, that many locomotives will be constructed from the same designs, and which we shall have pleasure in recording through our columns.

**New Locomotive on the North Union Line.**—In our brief notice

last week's *Journal*, of a new engine to be employed in the transit of  
sla from Wigan to Preston and Lancaster, erected by Mr. Pearson, of  
a Lister Foundry, Liverpool, we stated the pressure to be 70 lbs. in the  
cyl; this was an error, as it was rather under 60 lbs. per square inch.  
The engine, which is called the *Liver*, has 14-inch cylinders, with 30-inch  
stroke; the two are coupled, with strong coupling rods; the drive-  
wheels are 2 ft. 7 in. in diameter, and without flanges on the tyres;  
the weight, with fuel and water, is 14 tons 16 cwt., and is fitted up in a  
plain, strong, and substantial manner. The boiler called the "Liver's"  
is 12 ft. 6 in. in diameter, and having at the bottom a transverse curve, which  
enabled, on the trial with thirty-five waggon, the possibility of trying  
equal, as well as heavy, is, however, confidently anticipated, that  
it will prove a three-fold piece of machinery, and superior to most heavy  
engines at present in use.

**REPORT UNITED MINING COMPANY.**  
Oct. 8.—At Wheel Marquis, the lode in the fifty-eight fathom level east is two feet wide, and worth 15¢ per fathom; at this level west the lode remains without alteration, being not yet sufficiently advanced to come in under the ore ground in levels above. The thirty-seven fathom level east is suspended for the present; in the winze sinking below this level the lode is two and a half feet wide, composed of galena, spar, and ore, altogether a strong promising lode, at this level west the lode is about two and a half feet wide, and worth 25¢ per fathom. The lode in the thirty-five fathom level west still continues productive, being worth 30¢ per fathom; in the winze sinking below this level the lode is twenty inches wide, and worth 15¢ per fathom. The lode east yields good returns. At the deep mid level the lode is two feet wide, and worth 4¢ per fathom.—At Ding Dong, the lode in the twelve fathom level east is two feet wide, composed of spar, mica, and ore.  
J. FRANKS.

Oct. 8.—At the seventy the men are still employed in making the pit, and we expect it will take a fortnight longer to complete the same, after which we shall commence sinking below. The hole in the stony bottom level was in the first wide, composed of gravel and pebbles, and presenting a somewhat irregular form. The cross end east of the engine shaft at the forty is driven about sixty fathoms; to the west of the shaft in this level we are driving south on a cross-course, to cut a north hole, which is expected to be distant about sixty fathoms, ground far driving favorable.—At the new mine, the hole in the stony bottom level giving out is four feet wide, composed of gravel, pebbles, and copper, and of a kindly appearance. On account of the dry weather, we have been prevented from doing much in the engine shaft during a past week. The deep shaft is now driven about twenty-three and a half fathoms, with a continuation of favorable ground.

T. PHILLIPS.

CALLINGTON MINING COMPANY.

7. I—I beg to inform you that we are now making preparations for striking the north engine shaft below the fifty-fathom level; at this level, divers say, an improvement has taken place; the banks we are now leaving lay at 41, in the 11, on the value of the lead. The exact may be said of severity; the rise, in the back of this level, we expect communicating with the story this month; the life continues much the same as in the end, the story the tide has not been taken down. The fifty and forty are driven through to the ground. As the steady bottom level, diving south from the north engine shaft, we have intersected Johnson's tide, where it has a more regular appearance than at any other level below the fifty; it is about a foot high, with good masses of yellow ore, mixed with mud and sand; we are also a small branch or leader of zinc ore in the shaft, sinking below this ore. In the eighty-fathom level the tide is worth 60 per fathom, ground what improved. The story is looking some promising than for some years past; the performance silver lead ore. No little taken down to any other level. In conclusion, I might observe that our prospects are highly encouraging. J. V. Fyfe one.

◎ 附註：本報為便利讀者起見，特將本報地址及電話號碼刊載於後，以便讀者來函或來電。

7.—Murray's crane-shaft is stark, three fallows below the steady-fallow level. The Crane-shaft hole is one half and a half wide, only broken; the ground is a little more reasonable. The hole to the next-right fallow level, east, during work, is two feet wide, but not so thick against last work; the east end of this level has at this time a promising appearance, having produced some good work in the past work. We have reached the creek hole at the steady-fallow level, east of the ground on crane-shaft, and find it to be one foot wide, principally composed of sand and silt. At Treadwings we have one and one half to the eighth fallow level, it is half two feet wide, spring water, but do not estimate as welling with last lot of land gone down below the two fallows level still after during fallows east. It may be observed here, that the hole at the commencing, the eighth fallow level, has quite an increasing appearance from what was immediately over at the first. The two fallows level, during work, much improved; this hole is now two inches wide, good work. It will be seen just this season as the same fallows on drilling.

J. W. Allen.

CHICAGOAN RAILWAY. — We have, upon authority, read the negotiations between the Columbus Railway, and the Woodland and Kirkland, and Chicago, Grant & Co., and Goodbridge Railway Companies, have been sight to a successful and satisfactory completion, and that formal documents among the contracting parties were executed and delivered, and preparations were completed, some time ago, with the White Sulphur Company. According to these agreements, the three companies have become bound in within the grasp of their respective, so as to encourage with the grants of the Columbus Railway, and all other companies, to improve their works, to the satisfaction of the owner of the Columbus Company. The improvements are to be carried out by the Columbus Railway is agreed in the public from Lane's doing it, where the junction with the White Sulphur is intended to be made. By means of these railways, the Columbus Company have secured, upon very moderate terms, an access to the north side of the city through, and also a connection with the north of Oakland; and while it is likely confer a great benefit on the existing lines, they will save the expense of two miles of railway through a difficult country. We also that the Columbus Company have made arrangements to have the possession of the Columbus Passenger Railway for the use of their own stations for the traffic of the Columbus. This comprises the station with the north side of the city, and with the harbor of Oakland, the Fording and Greenwich Railways. These preliminary arrangements being thus officially made, we understand that the Parliamentary bill of the Columbus Railway Bill will be introduced in a few days.

Feb. 2.—At the night before went to the meeting about the best of the  
—still we are of opinion that we have not to them but seem to get to the  
In part, it is producing one all through as far as we have seen. It seems  
on the north part producing one of good quality. All the country looking  
in the south and the best of them with two and a half feet one of  
of quality would the hole in the bed which through them, where it comes  
in the danger, in the back of this bed, the hole in two and a half feet  
a richness, often one of good quality. At the same place went out to  
in new bed with, producing a locality of good ore, with a greater  
apparent. What of Paines's shaft the hole in three feet with, giving  
one of greatest quality in ground, often half used. No richness in  
ore's shaft where they occurred. In the west, at the fifty feet level,  
hole in three feet with, where a quality in the same place, the ground is  
a considerable the driving then where not required. In the thirty feet  
the hole in six feet with, giving one of good quality. In the  
thirty feet level there is an abundance of ore, giving one of good quality.  
At the thirty feet level, in the fifty feet level, the ore is of good quality, the  
ore's shaft where they occurred. In the west, at the fifty feet level,  
hole in three feet with, where a quality in the same place, the ground is  
a considerable the driving then where not required. In the thirty feet  
the hole in six feet with, giving one of good quality. In the  
thirty feet level there is an abundance of ore, giving one of good quality.



